

PEELLE FREIGHT ELEVATOR DUMBWAITER INDUSTRIAL ENTRANCE DOORS



THE PEELLE COMPANY
BROOKLYN, N.Y.

A MEMBER OF THE PRODUCERS' COUNCIL

THE PELLE COMPANY

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Foreword

THE PELLE COMPANY manufactures doors for three classes of openings—doors for freight elevators, doors for dumbwaiters, and doors for industrial or commercial building entrances. All Pelle Doors are made to order to fit the size of the openings, space requirements, and descriptions given in this catalogue.

Wherever space or use conditions present special problems, THE PELLE COMPANY will make special doors of any suitable kind to meet such conditions.

All Pelle Doors may be manually or electrically operated. Electrically operated doors are termed "Pelle Motorized Doors".

Pelle Engineering Service will gladly furnish recommendations on any special problems.

Pelle Doors are installed and guaranteed by THE PELLE COMPANY. This policy gives the user a responsible guarantee.



Pelle Freight Elevator Doors

Pelle Counterbalanced Freight Elevator Doors consist of two vertically sliding leaves, one balancing the other. They are installed on the shaft side of the opening and therefore take up no space on the room or hall side. They are universally used to protect the openings of fire-proof freight elevator shafts.

Although Pelle Counterbalanced Doors are installed to prevent accidents and the spread of fire, they are ruggedly built to withstand the constant heavy trucking of freight elevator traffic.

Pelle Motorized Freight Elevator Doors increase the efficiency of freight elevators and provide automatic door operation in coordination with the elevator control.

Pelle Truckable Sills—The upper edge of each lower leaf is equipped with a reinforced sill. These sills close the space between the shaft wall and the elevator platform, and are called "Truckable Sills". The trucking loads to and from the elevators are supported by the truckable sills.

The design of Pelle Truckable Sills varies according to the capacity of the elevator, width of the opening, and other factors.

Interlocks—Pelle Freight Elevator Doors are supplied with electric interlocks to suit the control of the elevator, and to meet the code requirements of the authorities having jurisdiction. Car switch controlled elevators may have contacts that require all doors to be closed before the elevator can be operated, or interlocks that require all of the doors to be closed and locked before the elevator car can be operated. An emergency release switch is usually installed on car switch controlled elevators so that the elevator can be operated with the doors open in case of emergency.

The latches on doors for car switch controlled elevators are normally operative from the shaft side only. If required, the latches may be arranged to operate from the room side with a removable key to permit emergency access to the shaft.

Constant pressure push button controlled elevators are usually equipped with a contact, or interlock, and a mechanical lock operated with a stationary cam on the elevator. Automatic push button controlled elevators are

usually equipped with interlocks operated with a retiring cam on the elevator. All push button controlled elevators are equipped with latches that permit the opening of the shaft doors from either the shaft, or room side of the door, at which the elevator is at rest.

Special Locks—Pelle Doors may be specified to have cylinder locks which will prevent access to the room from the elevator, or access to the elevator from the room, when the door has been locked. If, with the cylinder lock key, the doors are motorized, the same key switches off the door motors when the door has been locked with the cylinder lock key.

Shaft Opening Frames—Channel iron frames and sills are recommended for all freight elevator shaft openings. Shafts constructed of hollow building blocks must have channel iron frames, with the vertical or jamb members extending from floor beam to floor beam. Shafts constructed of at least 8-in. brick or 8-in. solid concrete may have channel iron frames with the vertical (or jamb) members extending from floor beam to lintel only, but the continuous jamb members are preferable.

Pelle Car Gates—Pelle Car Gates are placed on the elevator car and protect the open sides of the elevator car while the car is in motion. Car gates are usually motorized and when used in conjunction with motorized doors they are operated from a common control.

Pelle Dumbwaiter Doors

Pelle Dumbwaiter Doors consist of two vertically sliding leaves, one balancing the other. The upper leaf slides up while the lower leaf slides down. The doors are completely assembled to a frame with trim, shelf, and all hardware, ready for setting into the masonry wall.

Pelle Industrial Entrance Doors

Pelle Industrial Entrance Doors are used at openings in garages, and at platforms or receiving entrances in commercial or industrial buildings. On account of their large size and in order to provide remote control, these doors are usually motorized.

Horizontal Slide, Vertical Slide (Telco), or Bi-Folding types are used, depending upon the space available. Preference where possible should be given to the types in the order mentioned.

SELECTING PELLE DOORS

Pelle Doors for three classes of openings are shown on pages 2 and 3 in the form of a pictorial index. This index will facilitate the selection of a door for the door opening that the catalogue user may have in mind.

This index refers the reader to succeeding pages, where complete explanations, construction details, and specifications for each of the doors illustrated may be found.

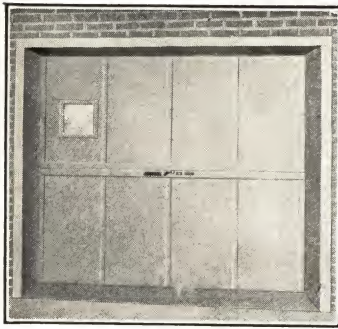
The door designs shown in the index are for the pur-

pose of illustration only. All Pelle Doors can be executed in any architectural design in any of the commercial metals or alloys, in hollow metal, in sheet metal over wood, or in solid wood.

The term "spandrel height" as used in this catalogue refers to the distance from the bottom of the finished lintel of a shaft opening, to the finished sill of the shaft opening above.

PICTORIAL INDEX

PEELLE FREIGHT ELEVATOR DOORS



Regular Type

Regular Type doors are used wherever spandrel heights above and below the openings in the shaft are of sufficient height to provide unobstructed space for the doors to open fully. The minimum spandrel height must be equal to one half the opening height plus 6 ins.

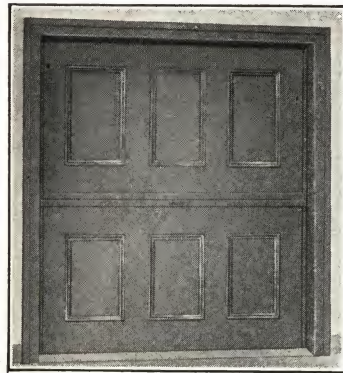
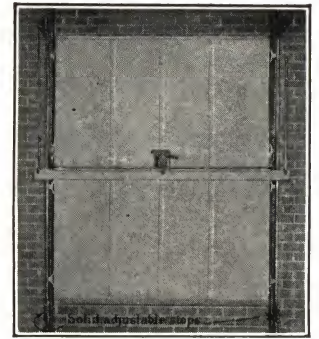
These doors operate in one vertical plane.

The guides are continuous. The upper leaf of one door operates in the same guide as the lower leaf of the door above, and vice versa. Only one door in a series is open at a time.

See pages 4 and 5 for construction details.

See page 14 for specifications.

See page 10 for shaft opening frames.



Pass Type

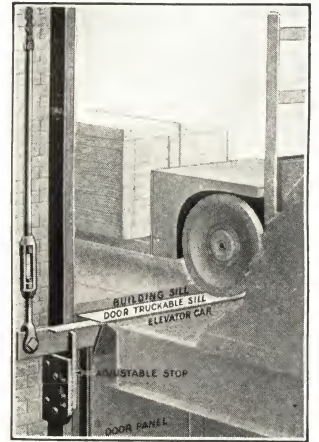
Pass Type Doors may be used where spandrel heights above and below openings are insufficient to take each door leaf when opened, without encroaching on the openings above and below. The minimum spandrel height required is 10 ins.

The two leaves of each door operate in separate vertical planes, each leaf having separate guides. This construction permits the lower leaf of one door to pass in front of the upper leaf of the door below, while the upper leaf passes behind the lower leaf of the door above. The space between the upper leaf of each pass type door and the shaft wall at the lintel is closed with a hinged movable lintel.

See pages 6 and 7 for construction details.

See page 14 for specifications.

See page 10 for shaft opening frames.



Self-Sealing Type

Self-Sealing Type Doors may be used for any shaft opening where the spandrel height is at least 18 ins.

Both leaves of Self-Sealing Doors when closed make actual contact with the frame of the shaft opening at both sides, top, and bottom.

Self-Sealing Doors effectually seal the shaft openings against draughts, sounds, odors, dust, and smoke.

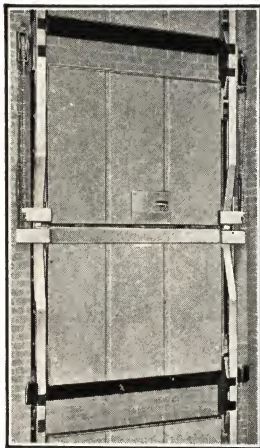
When opening, the leaves have an offsetting motion so that, when the spandrel height is less than half the opening height plus 6 in., the doors will overlap the shaft doors above and below on the shaft side.

Self-Sealing Doors are recommended for use on service elevators in office buildings, hotels, department stores, and hospitals, as well as for general freight elevator use.

See pages 8 and 9 for construction details.

See page 14 for specifications.

See page 10 for shaft opening frames.



Peelle Elevator Car Gates

Peelle Elevator Car Gates are made in a single vertically sliding unit and are counterbalanced with weights. The necessary guides are erected on the car platform and these must be the height of the shaft opening plus the height of the gate. Car gates are usually 6 ft. high unless otherwise required by safety codes.

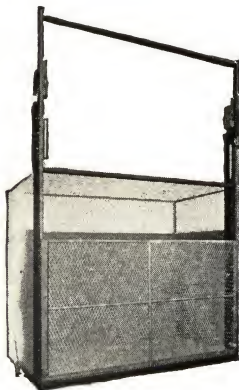
Peelle Car Gates are constructed of 11-gauge wire mesh, set into steel angle frames with vertical and horizontal reinforcements.

Peelle Car Gates are usually motorized in all cases. When used in conjunction with motorized doors, the gates open and close simultaneously with the doors, and are controlled from the same push buttons.

Car gates, when used in conjunction with manually operated doors, should be motorized so that the elevator operator will not lose the time required to operate the car gates.

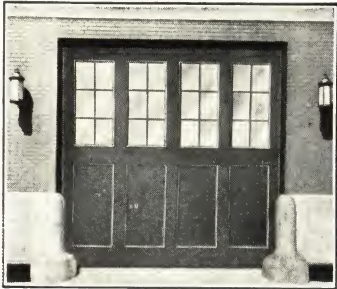
See page 12 for construction details.

See page 14 for specifications.



PICTORIAL INDEX

PEELLE ENTRANCE DOORS

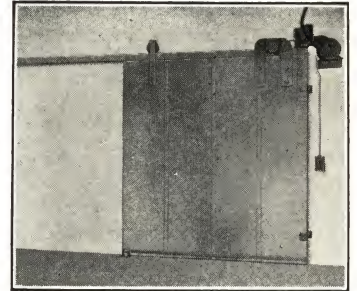


Horizontal Slide Type

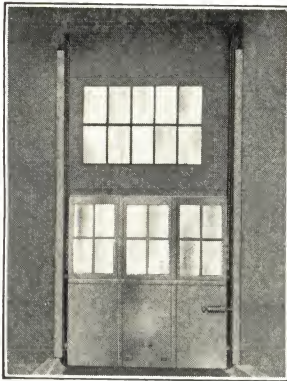
This is the simplest type of entrance door, where the space conditions permit its use. The minimum clear height required over the opening is 13 in., and the horizontal dimension on one side must equal the opening, plus 6 in., and 6 in. is required on the opposite side.

There are practically no limitations to the design of these doors or the materials from which the doors are made.

The most practical and economical construction for these doors is wood.



Telco Slide Type



Peelle Telco Doors are made in two leaves counter-balanced by weights. They slide up at a ratio of 2 to 1. This type of door is recommended wherever there is sufficient space overhead and at the jambs to permit its installation.

The overhead clearance required for the installation of this door is one half the opening height plus 19 in. The minimum jamb clearances are 4 in. on one side, and 12 in. on the opposite side, for doors under 15 ft. 0 in. wide. For doors exceeding 15 ft. 0 in. in either width or height, refer to the Peelle Company for space requirements.

These doors are usually motorized, but may be made for manual operation.

See page 17 for construction details and specifications.



Bi-Fold Doors



Bi-Fold Doors consist of two leaves horizontally hinged to each other, the upper leaf being also hinged to the head of the opening. The leaves fold together as they swing up while opening. The minimum clear spaces required for Bi-Fold Doors are given in a table on page 18.

These doors are recommended wherever space limitations prevent the use of either a Horizontal Slide or a Telco Slide Door.

These doors may be motorized, or manually operated.

See page 18 for details and specifications.



PEELLE DUMBWAITER DOORS

The Peelle Dumbwaiter Door unit is a counter balanced door mounted in steel guides with a combination pressed metal frame and trim. The entire unit is assembled in the factory, ready for building into the masonry wall while the shaft is being built.

The door operates on the inside of the shaft, and takes up no floor space in opening or closing. It may be adapted to any floor plan without conflict. Each door has a 6-in. observation light so that the dumbwaiter is visible with the door closed.

The doors are insulated to eliminate noise. The standard door is furnished with a flush panel design, but may be made to special designs if required.

See page 15 for construction details and specifications.



PEELLE FREIGHT ELEVATOR DOORS

REGULAR TYPE Construction Details

The details shown on this and the following page are for the purpose of showing the construction of the doors and the spaces required in the elevator shaft for the installation of Regular Type Doors.

Spandrel Heights—The minimum spandrel height is one half the opening height plus 6 ins. The minimum spandrel heights are the same for motorized, or manually operated doors. Where Regular Type Doors are used, the spandrel height at one floor limits the height of the opening at that floor, and also the height of the opening at the floor immediately above.

Jamb Return Space—The minimum jamb return is measured horizontally on the inside of the shaft, from the jamb of the opening to the return wall or nearest obstruction. The minimum jamb return for manually operated Regular Type Doors varies from 7 to 9 ins., and for Motorized Doors it varies from 10 to 12 ins. In special cases where these jamb returns are not available, consult THE PELLE COMPANY. See "Schedule of 'A' Dimensions" on opposite page for standard minimum jamb returns.

Car Clearance—Is the distance from the flush shaft wall to the edge of the elevator platform. This clearance is $4\frac{3}{4}$ ins. total for Regular Type Doors, $3\frac{1}{2}$ ins. for the truckable sill of the door, plus $1\frac{1}{4}$ ins. running clearance for the elevator. The running clearance of the elevator may, in case of emergency, be reduced to $\frac{3}{4}$ ins., in which case the total clearance would be $4\frac{1}{4}$ ins. To allow for normal tolerances in shaft construction, $4\frac{3}{4}$ ins. total clearance should be allowed in all cases wherever possible.

Pit Depth—The minimum pit depth is one half the opening height of the bottom landing shaft opening, plus 3 ins.

For specifications see page 14.

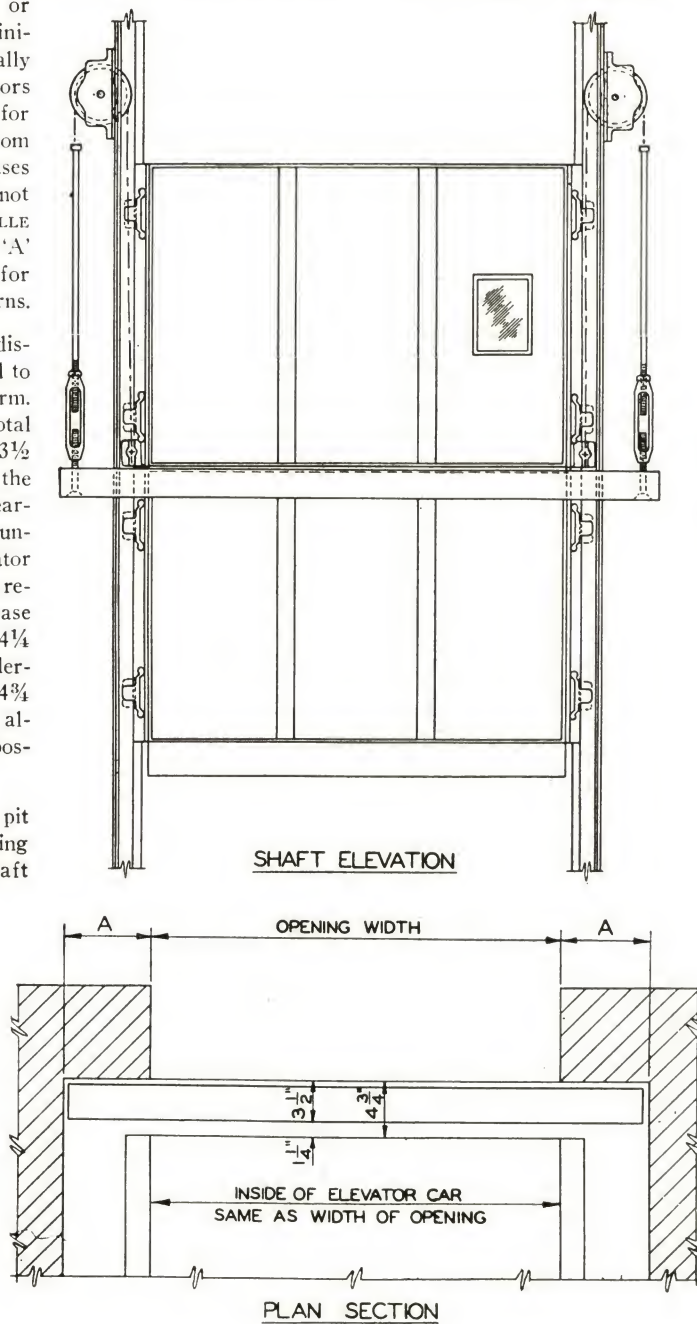
For Design of doors see page 13.

For shaft opening frame details, see page 10.

For interlocks see page 1.

For description of electrical apparatus of motorized doors, see page 11.

For car gates see page 12.



PEELLE FREIGHT ELEVATOR DOORS

REGULAR TYPE
Large Scale Details

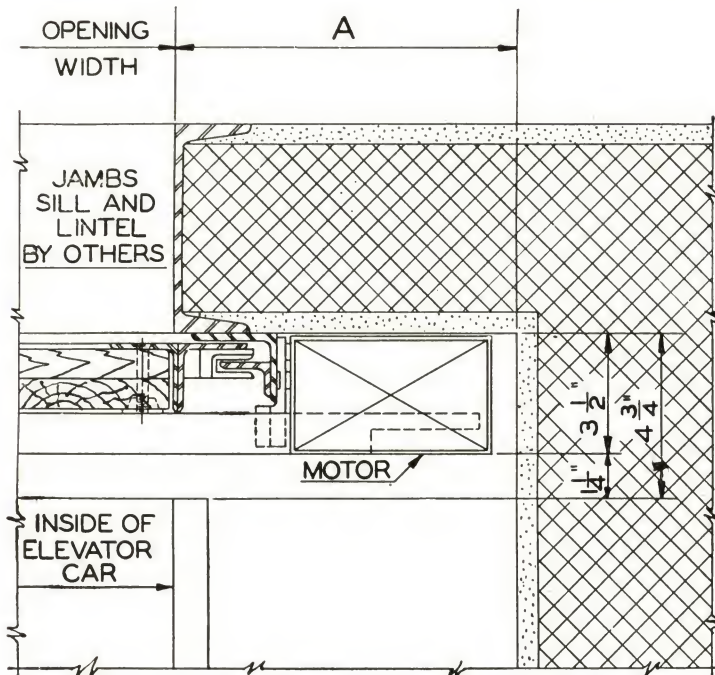
Schedule of "A" Dimensions
("A" Is Reversible)

Motorized Doors

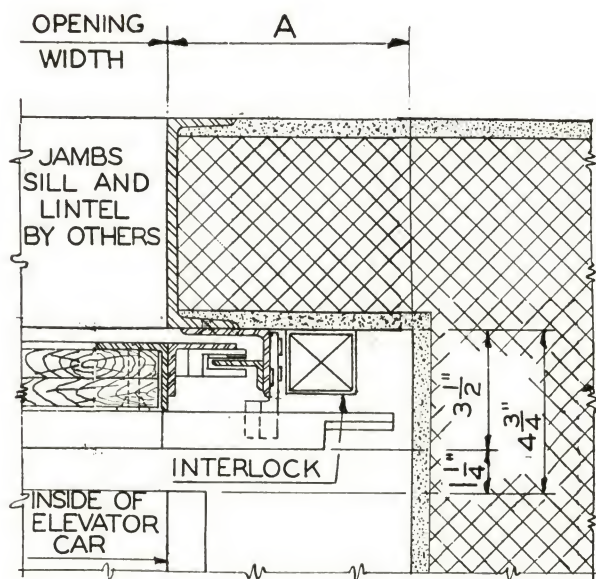
Any width of opening, car switch elevator, 10 and 11 ins.
Exception—State of California, 10 and 11½ ins.
Any width of opening, push button elevator, 10 and 12 ins.
Exception—State of California, 11 and 13 ins.

Manual Doors

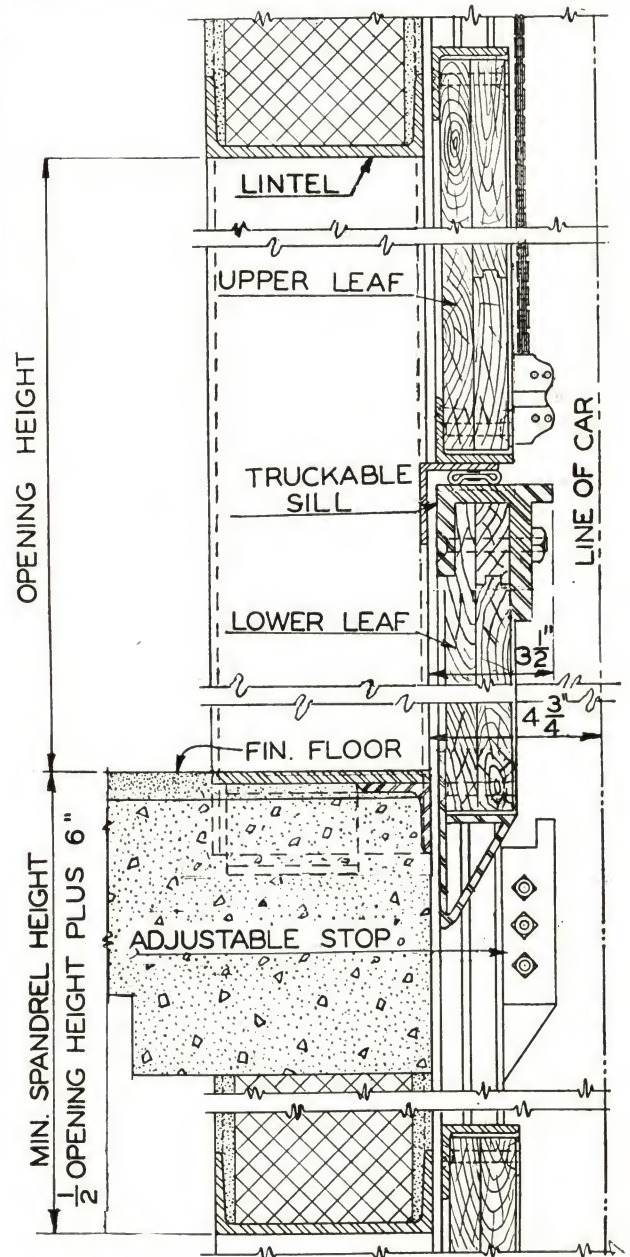
Openings up to 8 ft. 0 ins. wide, any elevator, 7 ins. each side.
Openings over 8 ft. 0 ins. wide, any elevator, 9 ins. each side.
Exception—"A" may be 7 ins. for openings up to 10 ft. 0 in. wide where 9 ins. is not available.



HORIZONTAL SECTION THRU PELLE
REGULAR METAL CLAD DOOR
MOTOR OPERATED



HORIZONTAL SECTION THRU PELLE
REGULAR METAL CLAD DOOR
MANUALLY OPERATED



VERTICAL SECTION THRU PELLE
REGULAR METAL CLAD DOOR

PEELLE FREIGHT ELEVATOR DOORS

PASS TYPE

Construction Details

The details shown on this and the following page are for the purpose of showing the construction of the doors and the spaces required in the elevator shaft for the installation of Peelle Pass Type Doors.

Spandrel Heights—The minimum spandrel height is 10 ins. Pass Type Doors may be used where the spandrel heights are not sufficient for Regular Type Doors. The minimum spandrel heights are the same for motorized, or manually operated doors. Where the variation in the spandrel heights for the same line of shaft doors requires Pass Type Doors at some floors, and Regular Type Doors at other floors, the regular door truckable sills are extended to take up the same space in the shaft as Pass Type Doors. The shaft walls in all cases should be flush the full height of the shaft. Regular Type Doors with extended sills are shown in the vertical section on the opposite page.

Jamb Return—The minimum jamb return is measured horizontally on the inside of the shaft, from the jamb of the opening to the side wall of the shaft or nearest obstruction. The minimum return space for manually operated Pass Type Doors varies from 8 to 10 ins., and for Motorized Doors it varies from 10 to 12 ins. In special cases where these return spaces are not available, consult THE PELLE COMPANY. See "Schedule of 'A' Dimensions" on opposite page for standard minimum return spaces.

Car Clearance—Is the distance from the flush shaft wall to the edge of the elevator platform. This clearance is $6\frac{1}{2}$ ins. total for Pass Type Doors, $5\frac{1}{4}$ ins. for the truckable sill of the door, plus $1\frac{1}{4}$ ins. running clearance for the elevator. The running clearance for the elevator, may, in cases of emergency, be reduced to $\frac{3}{4}$ in., in which case the total clearance would be 6 ins. To allow for normal tolerances in shaft construction, $6\frac{1}{2}$ ins. total car clearance should be allowed in all cases wherever possible.

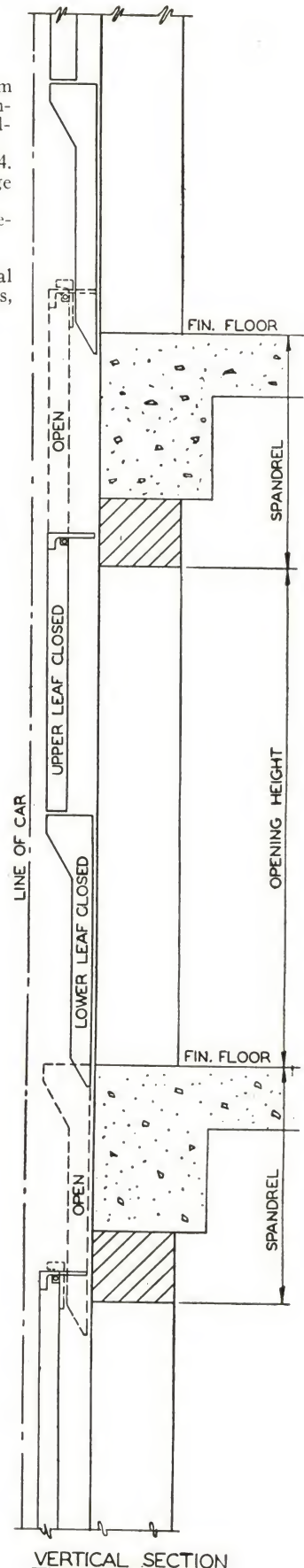
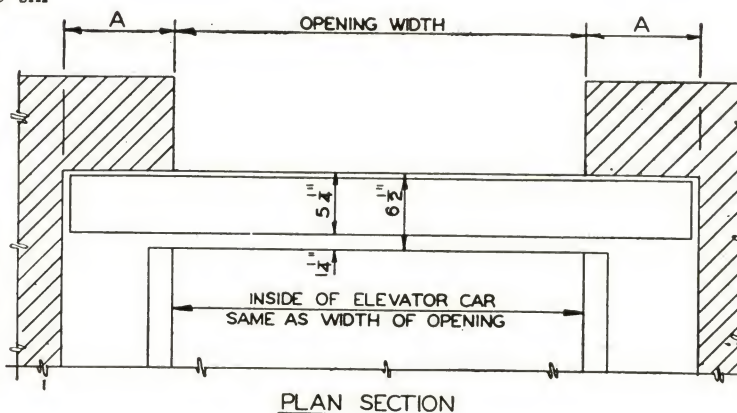
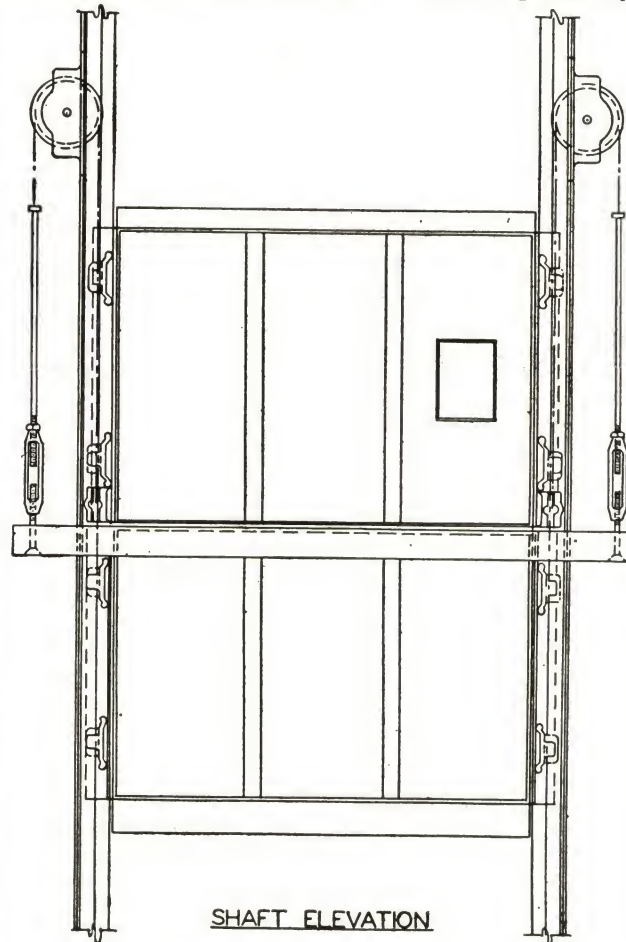
Pit Depth—The minimum pit depth is one half the opening height of the bottom landing shaft opening, plus 3 ins.

For specifications see page 14.
For designs of doors see page 13.

For shaft opening frame details, see page 10.

For interlocks see page 1.
For description of electrical apparatus for motorized doors, see page 11.

For car gates see page 12.



PEELLE FREIGHT ELEVATOR DOORS

PASS TYPE

Large Scale Details

Schedule of "A" Dimensions
("A" Is Reversible)*Motorized Doors*

Any width of opening, car switch elevator, 10 and 11 ins.

Exception—State of California, 10 and 11½ ins.

Any width of opening, push button elevator, 10 and 12 ins.

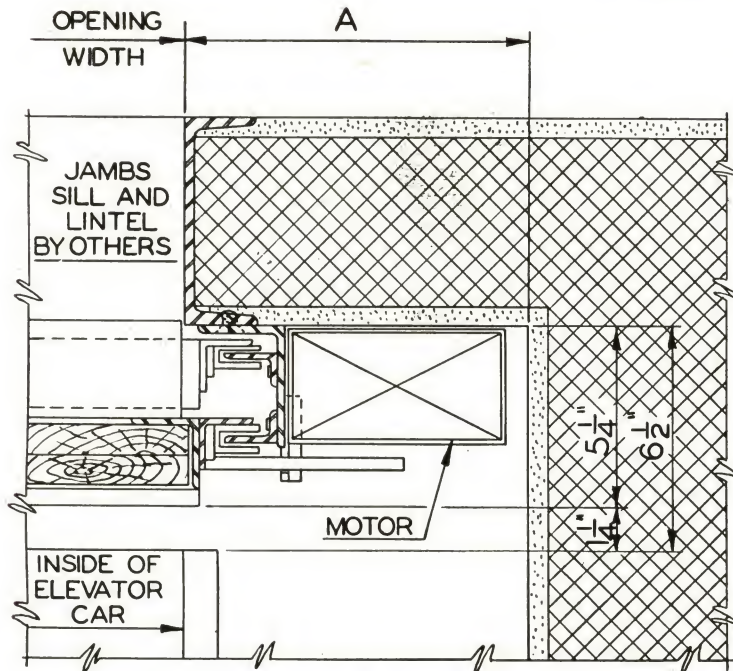
Exception—State of California, 11 and 13 ins.

Manual Doors

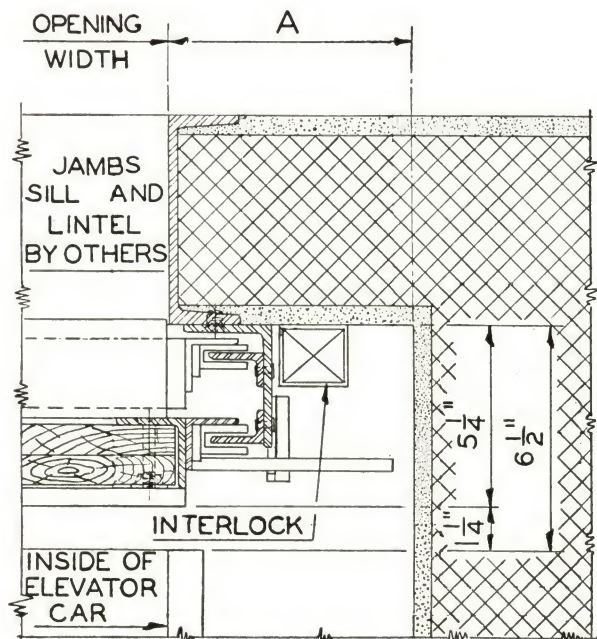
Openings up to 8 ft. 0 ins. wide, all elevators, 8 ins. each side.

Openings over 8 ft. 0 ins. wide, all elevators, 9 ins. each side.

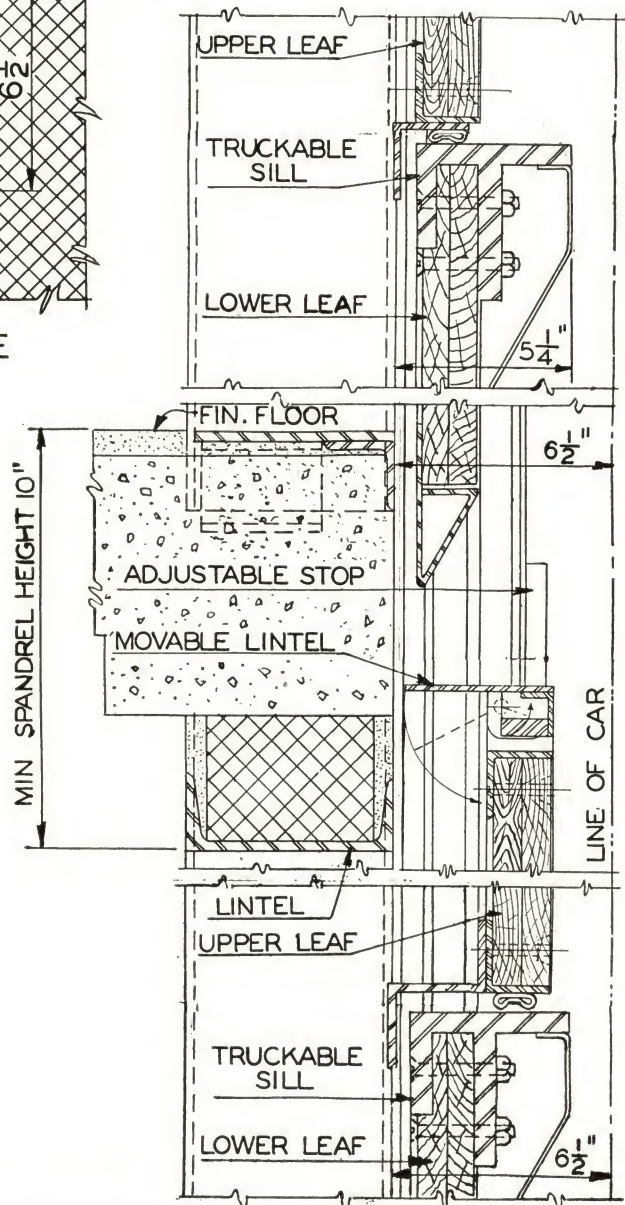
Exception—"A" may be 8 ins. for openings up to 10 ft. 0 in. wide where 9 ins. is not available.



HORIZONTAL SECTION THRU PELLE
METAL CLAD PASS TYPE DOOR
MOTOR OPERATED



HORIZONTAL SECTION THRU PELLE
METAL CLAD PASS TYPE DOOR
MANUALLY OPERATED



VERTICAL SECTION THRU PELLE METAL
CLAD PASS TYPE DOOR SHOWING
EXTENSION SILL ON REGULAR DOOR ABOVE

PEELLE FREIGHT ELEVATOR DOORS

SELF-SEALING TYPE Construction Details

The details shown on this and the following page are for the purpose of showing the construction details and the spaces required in the shaft for the installation of Peelle Self-Sealing Doors.

Spandrel Heights—The minimum spandrel height is 18 ins. for either motorized or manually operated doors.

Jamb Return—The minimum jamb return is measured horizontally on the inside of the shaft, from the jamb of the opening, to the side wall, or nearest obstruction. The minimum jamb return for manually operated Self-Sealing Doors is 8 ins. at each jamb, and for Motorized Doors varies from 10 to 12 ins. In special cases where these return spaces are not available, consult THE PELLE COMPANY. See "Schedule of 'A' Dimensions" on opposite page for standard minimum return spaces.

Car Clearance—Is the distance from the flush shaft wall, in which the openings occur, to the edge of the elevator platform. This clearance is $6\frac{1}{2}$ ins. total for Self-Sealing Doors, $5\frac{1}{4}$ ins. for the truckable sill of the door plus $1\frac{1}{4}$ ins. running clearance for the elevator. The running clearance for the elevator, may, in case of emergency, be reduced to $\frac{3}{4}$ in. in which case the total clearance would be 6 ins. To allow for normal tolerances in shaft construction, $6\frac{1}{2}$ ins. total clearance should be allowed in all cases wherever possible.

Pit Depth—The minimum pit depth is one-half of the bottom landing shaft opening height plus 3 ins.

For specification see page 14.

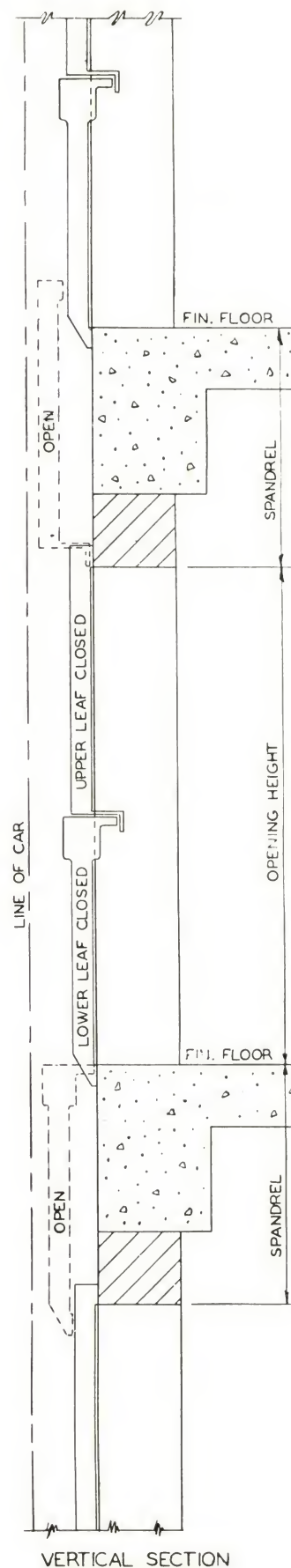
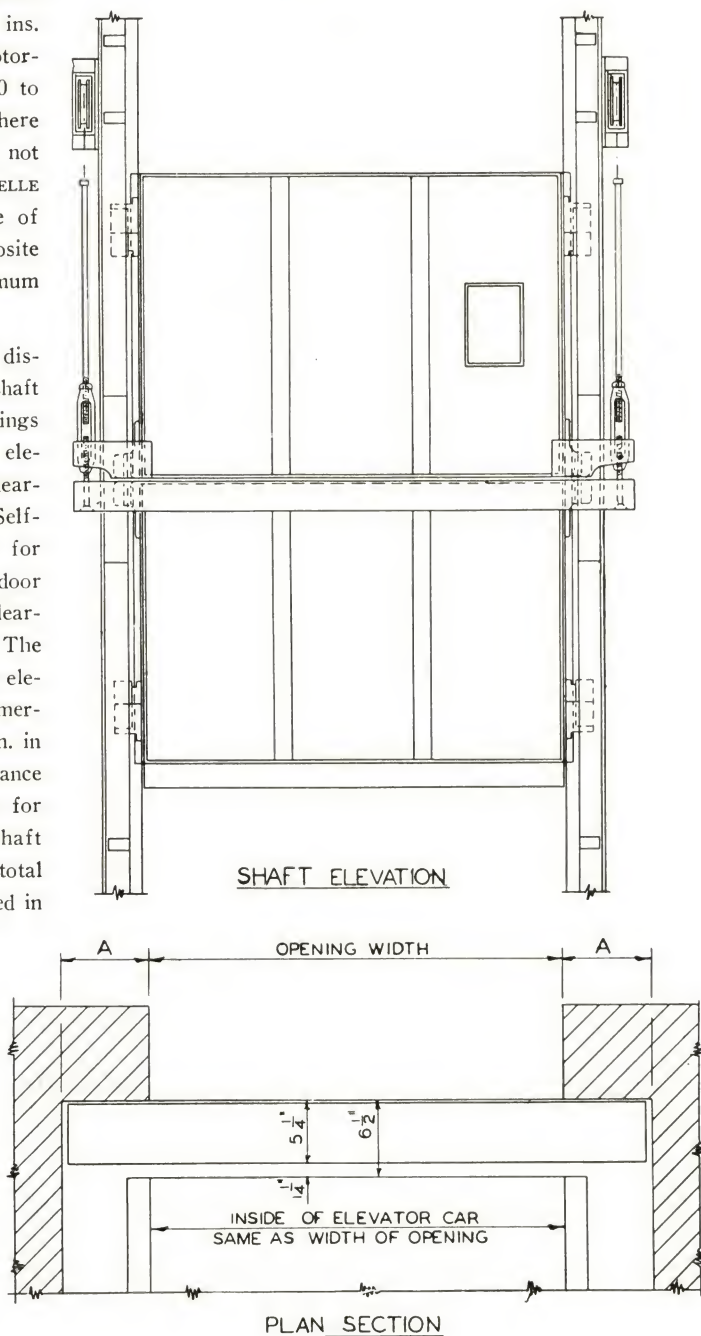
For design of doors see page 13.

For shaft opening frame details, see page 10.

For interlocks see page 1.

For description of electrical apparatus for Motorized Doors, see page 11.

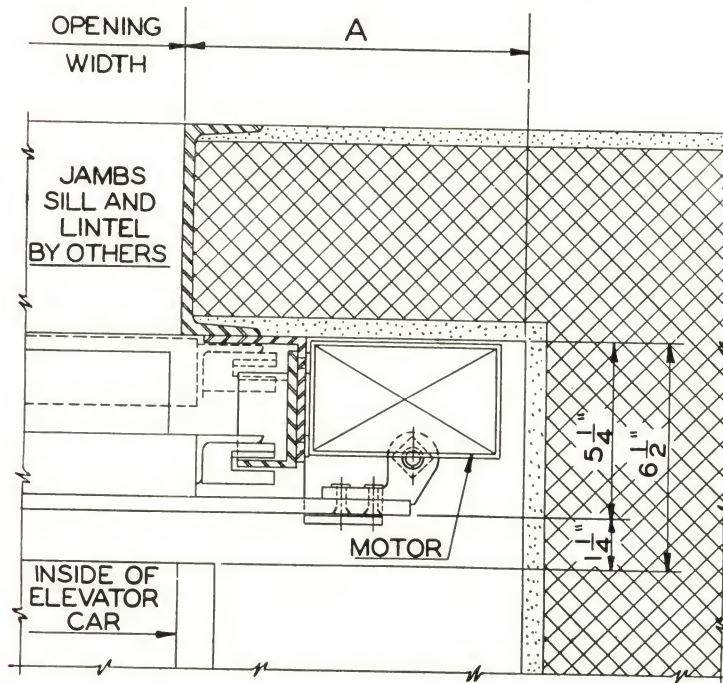
For car gates see page 12.



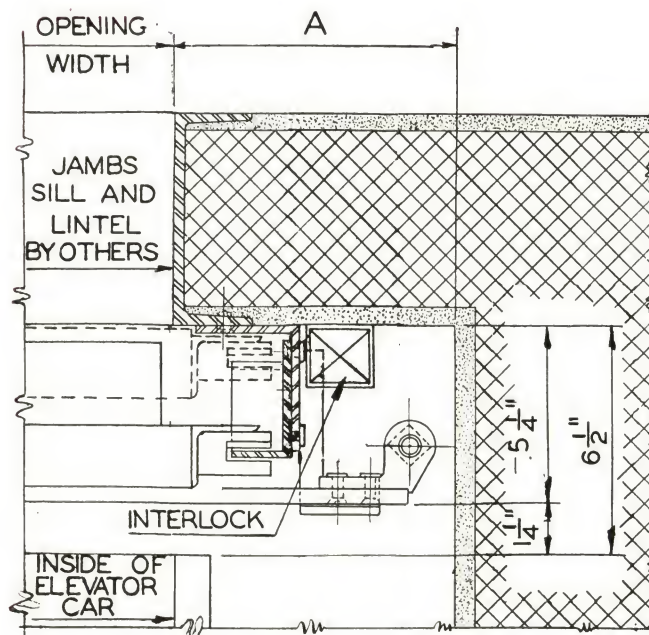
PEELLE FREIGHT ELEVATOR DOORS

SELF-SEALING TYPE

Large Scale Details



HORIZONTAL SECTION THRU PEELLE
SELF SEALING DOOR
MOTOR OPERATED



HORIZONTAL SECTION THRU PEELLE
SELF SEALING DOOR
MANUALLY OPERATED

Schedule of "A" Dimensions
("A" Is Reversible)

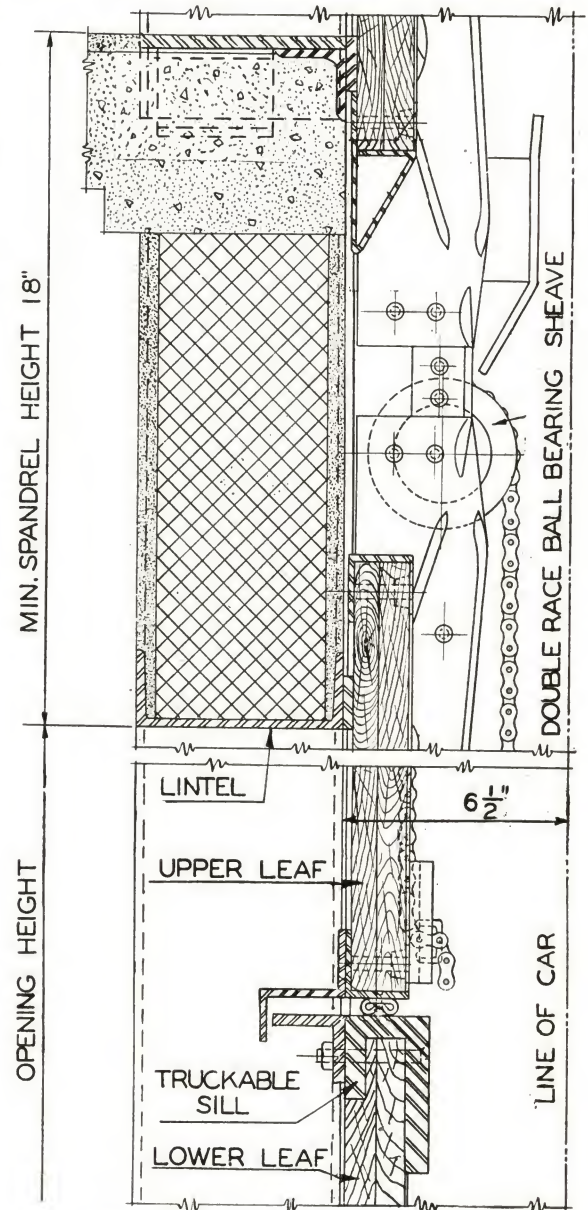
Motorized Doors

Any width of opening, car switch elevator, 10 and 11 ins. Exception—State of California, 10 and 11 1/2 ins.

Any width of opening, push button elevator, 10 and 12 ins. Exception—State of California, 11 and 13 ins.

Manual Doors

Openings up to 8 ft. 0 in. wide, all elevators, 8 ins. each side. Openings over 8 ft. 0 in. wide, all elevators, 9 ins. each side. Exception—"A" may be 8 ins. for openings up to 10 ft. 0 in. wide where 9 ins. is not available.



VERTICAL SECTION THRU PEELLE
SELF SEALING DOOR SHOWING
DOOR IN CLOSED POSITION

PEELLE FREIGHT ELEVATOR DOORS

SHAFT OPENING FRAMES

Although the shaft opening frames for Peelle Doors are usually furnished by the miscellaneous iron contractor, this sheet of details is submitted to help the architect design the shaft openings to obtain the best practical results. Steel frames in the shaft openings not only provide a substantial fastening for the door guides, but also provide an accurate base, or datum from which the door manufacturer may work. Steel frames also protect the masonry from damage by heavily loaded trucks.

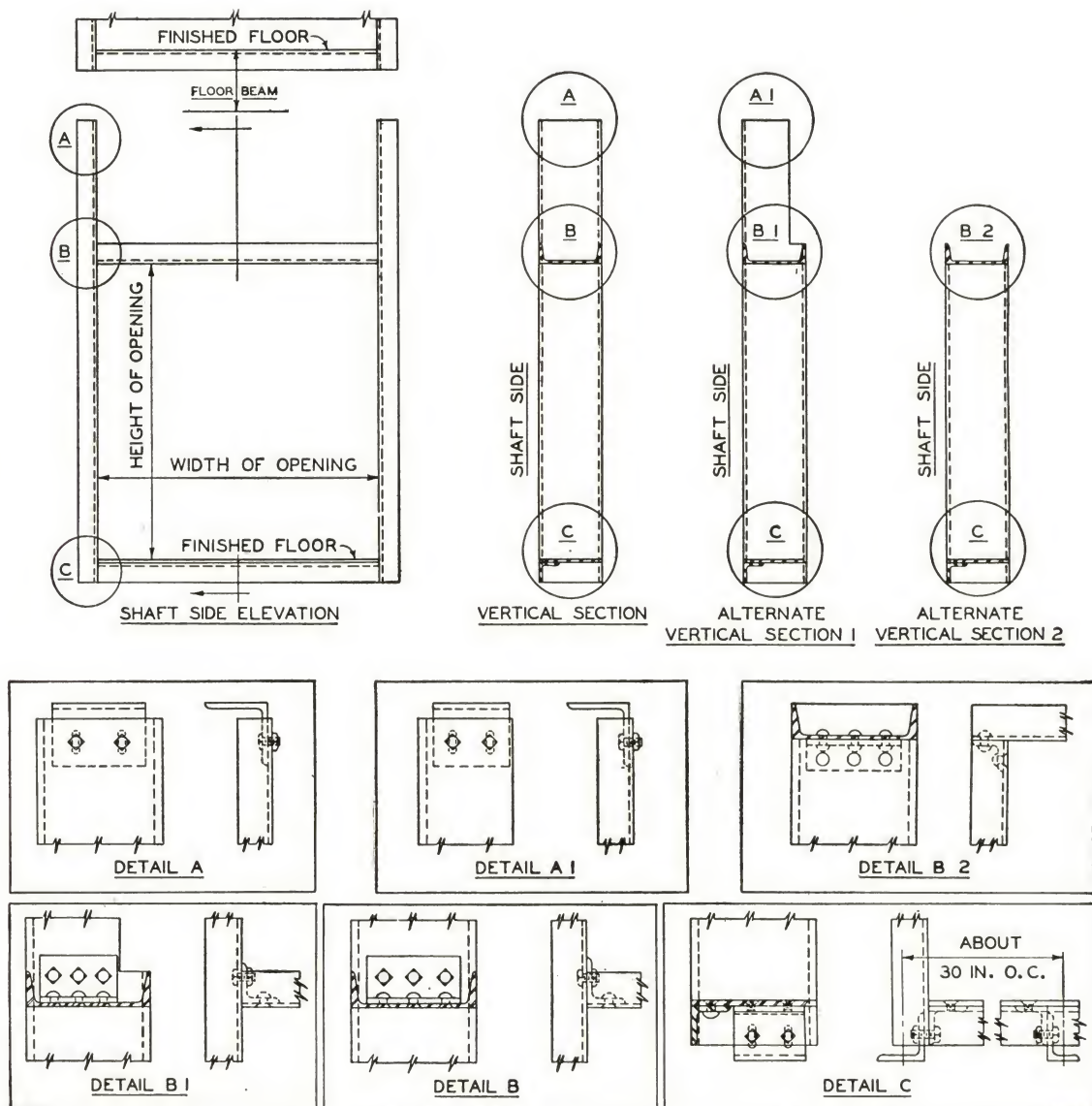
The upper left hand corner "shaft side elevation" shows a typical frame. Shaft opening frames are usually constructed of channels 1 in. deeper than the thickness of the masonry wall. This allows for plastering if required. Freight elevator shafts are seldom plastered on the shaft side, and only occasionally on the room side. Where the outside of the shaft wall is not plastered, it should be specified that the masonry contractor should point up between the leg of the channel and the wall around the opening. Frames may, if desired, be exactly the same depth as the masonry, but this construction requires considerable labor

to cut the masonry to fit the channels. Whether the frames are constructed of channels 1 in. deeper than the masonry wall, or the same depth, the finished shaft is measured from the shaft side face of the channel leg.

"Vertical Section" shows a frame where it is not intended to plaster the room side of the shaft.

"Alternate Vertical Section 1" shows a frame where it is intended to plaster the room side of the shaft. Note the room side leg of the channel is cut out above the lintel. This construction reveals the frame only around the opening on the room side. The "Alternate Vertical Section 2" at the upper right hand corner shows a frame where the vertical, or jamb members extend to the lintel only. This construction is permissible where the shaft is constructed of at least 8-in. brick, or 8-in. concrete.

The details at the lower left of the page suggest methods of construction. These details may be modified to suit the standard practice of the fabricator.



PEELLE FREIGHT ELEVATOR DOORS

MOTORIZED DOORS

Description

The Peelle Motorized Freight Elevator Door is an electrically operated freight elevator door that has the driving mechanism built into each sheave housing, and is an integral part of the door.

A pair of motorized sheaves exert the power for opening and closing each door. The power is applied directly to the chains which connect the two halves of the door. All rods, arms, and auxiliary devices are eliminated. There are no unnecessary moving parts, therefore all of the power consumed is applied to the door.

The Peelle Motorized Door eliminates dividing the responsibility between a door manufacturer and a door operator manufacturer.

The Peelle Motorized Door may be operated manually at will. In cases of emergency, when manual operation is essential, elevator traffic continues without interruption. It is not necessary to disconnect any of the mechanical or electrical parts. During manual operation, the same automatic electro-mechanical locking features are retained.

The equipment is fully protected electrically, which eliminates the possibility of injuring the motors.

Construction

The Peelle Motorized Sheaves have a large factor of safety and are assembled in heavy malleable iron housings. The motors are completely enclosed and protected from dust, dirt, and all foreign matter. All bearings have ground rollers with inner and outer ground races. All bearings are sealed at the factory after being packed with a semi-fluid lubricant. Provision is made for gun lubrication.

Standardization

Peelle Motorized Sheaves are standardized, produced in quantities, and carried in stock at all Peelle Branch Offices. The same Peelle Motorized Sheaves are used for either alternating or direct primary current. When available, 220-volt 3-phase 60-cycles a-c. is preferred.

Control

The doors may be controlled in any manner that the elevator control or other conditions demand. The doors are usually opened automatically as the elevator is leveling, or with a momentary push button, when independent of the elevator control. The doors are usually closed with a constant pressure push button. The closing operation may also be controlled by the elevator car switch. A stop button is always provided to stop the doors in any position of opening or closing. Suitable automatic electro-mechanical interlocks, and cams are provided to meet state or municipal codes having juris-

PEELLE MOTORIZED DOORS

diction. The interlocks require all doors to be closed before the elevator can operate, and that, only the door at which the elevator is at rest, or leveling, will open.

Cost of Operation

The cost of operating Peelle Motorized Doors is extremely economical. Each door consumes $\frac{1}{2}$ kw-a. The current is across the line approximately 3 seconds per operation for an 8-ft. high opening.

Maintenance

The cost of maintenance will not go beyond the periodical greasing that is customarily given to elevator equipment.

Space Requirements

To install Peelle Motorized Doors, no provision for extra space is required. The space between the elevator and the shaft wall is the same as for manual doors. In the penthouse, no equipment is required that interferes with the elevator machine and controller layout. Service power lines, a cutout switch having 15 amp. fuses, for each line of doors is all that need be provided by others.

When to Use Peelle Motorized Doors

Peelle Motorized Doors may profitably be used where any of the following conditions exist:

All freight elevators having a speed of 150 ft. per minute or greater. The advantage of high elevator speed is lost unless the Peelle Doors are motorized.

On all self leveling elevators. Peelle Motorized Doors open while the elevator is leveling, thereby gaining considerable time over manual operation.

On all freight elevators having continuous traffic. Peelle Motorized Doors open immediately upon the arrival of the elevator at its destination. The opening and closing of the doors is not dependent upon the physical endurance of the elevator operator. As the fatigue of the elevator operator increases, the speed of the elevator traffic decreases when manually operated doors are used.

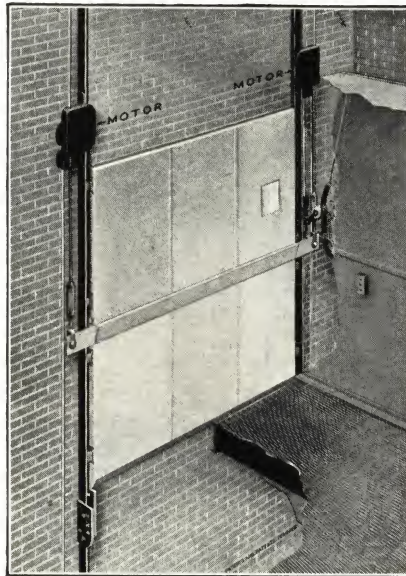
On all automatic push button controlled freight elevators. The cost of automatic elevators is justified only when used in conjunction with Peelle Motorized Doors.

On all elevators having doors at both ends of the shaft. Saves the time of the elevator operator walking to the door opposite the elevator car control.

On all elevators used for carrying freight that completely fills the elevator platform, which would make the latch of a manually operated door inaccessible to the elevator operator. Elevators may be loaded to capacity when the doors are motorized.

See pages 4 to 9 for space requirements.

See page 12 for car gates.



Shaft Side View of Peelle Motorized Door

PEELLE FREIGHT ELEVATOR DOORS

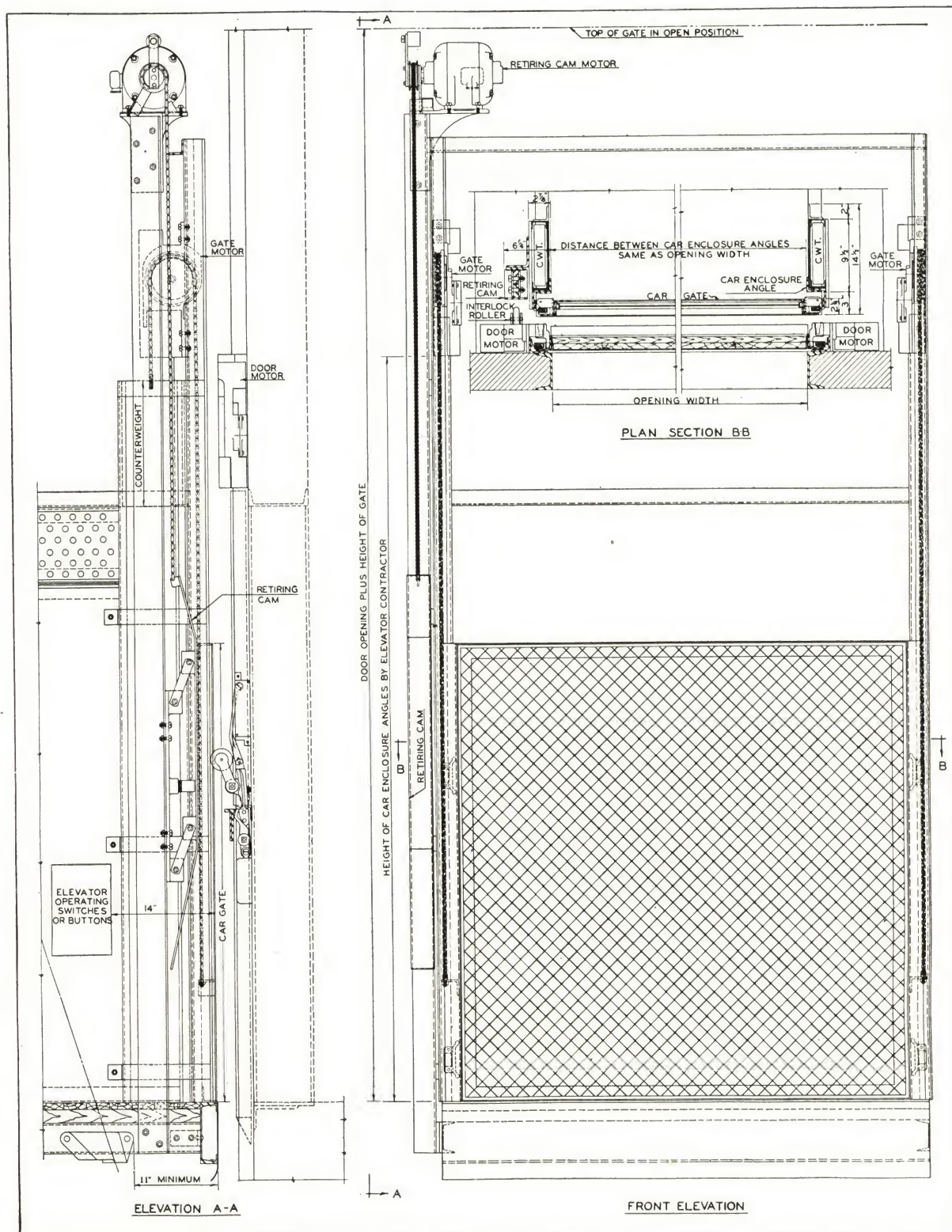
ELEVATOR CAR GATES

The drawings on this page are for the purpose of showing the construction details and spaces required for the installation of a Peelle Motorized Car Gate. Manual car gates require the same space. The drawings show a Peelle Motorized Car Gate installed on the elevator car. The vertical section at the left, and the plan section above, also show a Motorized Door, interlocks,

and retiring cam. Peelle Motorized Car Gates require a minimum amount of weight on the elevator car, thereby reducing the sheave shaft load of the elevator machine.

For specifications see page 14, pars. nos. 7, 11 and 13.

For door space requirements see pages 4 to 9.



PEELLE FREIGHT ELEVATOR DOORS

DOOR DESIGNS

Peelle Freight Elevator Doors Can Be Made to Any Desired Architectural Design

Door Designs

Peelle Freight Elevator Doors can be made to any desired architectural design.

Standard Designs

Four standard designs are shown on this page which have been found to be very generally useful.

Designs R-9, or R-10, are standard for use in industrial buildings, where fine finish is not a consideration. The other designs show panelled doors which are suitable in the large majority of cases.

All standard designs apply equally to all types of Peelle Freight Elevator Doors.

Peelle Doors for service and freight elevators in office buildings, hotels, department stores, hospitals, sanitariums, etc., are frequently built to architectural designs harmonizing with the surrounding decorations.

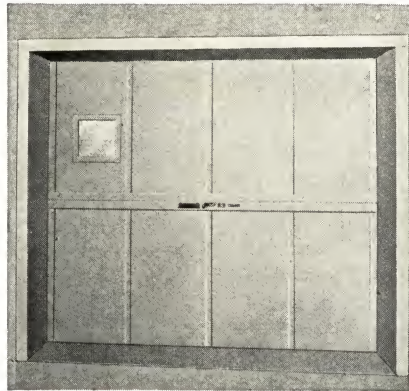
General Features

Glass—The legal maximum glass surface in any one door panel is 144 sq. in. except for exterior doors which may have larger glass area.

All doors having observation lights are furnished including the glass. Doors having glass of a larger area than observation light are not furnished with the glass.

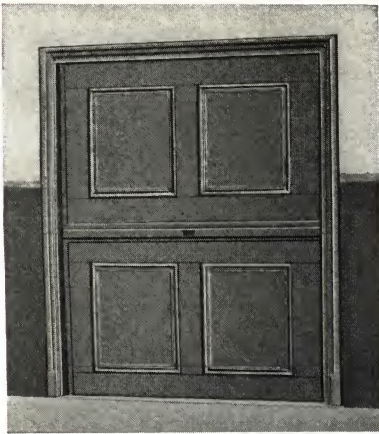
Underwriters' Label—The label of the Underwriters' Laboratories can be furnished on all Peelle Freight Elevator Doors. In such doors one 8 in. x 10 in. clear wire glass panel is standard, or two glass panels, the total area not exceeding 144 square inches.

Painting—All standard metal doors and hardware, except the galvanized covering, receive one shop coat of metallic primer. Special painting, enamel or grained finish will be done when so specified.



R-10 Galvanized Metal Covered Door, with Flush Panels

R-9 without observation light
R-11 with two observation lights



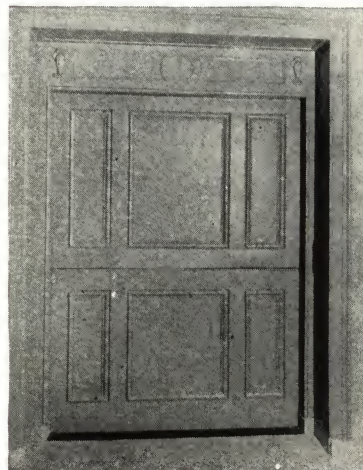
K-1 Kalamein Panelled Door, Two Solid Panels in Each Half



K-3 Kalamein Panelled Door, Three Solid Panels in Each Half



O-9 Kalamein Panelled Door, With Standard Size Steel Sash in the Upper Half



Special Designs

We desire to emphasize that there is no need for the architect, because of any esthetic reason, to hesitate using Peelle Freight Elevator Doors. We are prepared to execute designs in bronze, rust resisting steel alloys or any other metal, plain or ornamental, in accordance with the best standards of craftsmanship in use in the metal covered, hollow metal or ornamental metal trades.

Any desired finish whether to specifications or to sample may be obtained, including any kind of paint, enamel, baked enamel, imitation wood grained or special metal finish.



PEELLE FREIGHT ELEVATOR DOORS

SPECIFICATIONS

1. Furnish, deliver, and erect in complete working order, counterbalanced freight elevator doors and appurtenances, as manufactured by THE PELLE COMPANY, 47 Stewart Avenue, Brooklyn, New York, where indicated on the drawings, and in accordance with the following specifications.

2. Steel frames and sills for the freight elevator door openings are specified elsewhere.

3. Finish painting for the freight elevator doors is specified elsewhere.

4. Electric service supply of 220-volts (or specify if otherwise), 3 phase, 60 cycle, in the penthouse, for the use of the freight elevator door contractor is specified elsewhere.

5. The doors shall be constructed of two-ply selected white pine, nailed, and covered with 24 gauge stretcher leveled, copper bearing steel, galvanized sheets (specify), design. The doors shall be bolted into steel angle frames, with special bulge head bolts, and malleable iron, flush type combination, one piece nuts and washers. Each upper door shall have an astragal to cover the meeting rail the full width of the opening. The doors shall have angle shoe bars, and malleable iron, milled groove shoes. The doors shall have movable lintels where pass type doors are required. The upper edge of each lower door shall have a T-bar Truckable Sill capable of supporting a trucking load equal to the capacity of the elevator. When the door is open, the Truckable Sill shall rest on malleable iron adjustable stops, which shall be entirely within the shaft, and securely riveted to the guides. The doors shall run in steel guides, and each pair connected with $\frac{5}{8}$ -in. adjustable turnbuckle rods, and No. 6 rust proof flexible cable chain, running over malleable iron turned groove double race ball bearing sheaves, mounted on the guides in malleable housings.

6. The doors shall be of the Self-Sealing Type, so designed that both leaves of each door when closed make contact with the shaft opening frame at both jambs, lintel, and sill.

NOTE: If Self-Sealing Doors are not required, omit Par. 6.

If car gates are not required, omit Pars. 7 and 11.

If Motorized Doors are not required, omit Pars. 4, 10, 12 and 13.

7. (Optional)—Vertical sliding steel gates shall be installed at the open end of each elevator car. The car gates shall be constructed of 10 gauge, $1\frac{1}{2}$ -in. diamond wire mesh, having channel and angle iron frames, and equipped with malleable iron milled groove shoes.

The gates shall be of regulation height, and shall run in steel guides, connected to counterweights with No. 6 rust proof cable chain, running over malleable iron turned groove sheaves. The counterweights shall run in steel guides, fully enclosed.

8. The doors shall be of the manufacturer's (specify) design.

9. The doors shall be equipped with a complete interlocking system which will prevent the operation of the elevator unless all of the doors are closed and locked. The interlocking system shall be designed to suit a (specify type) controlled elevator, and shall conform to the regulations of all state and municipal authorities having jurisdiction, and the requirements of the Underwriters.

10. Each door shall be equipped with electric operation, having individual motors for each door. The operators shall drive both sheaves of each door, and shall be installed entirely within the elevator shaft. The operators shall be designed to provide manual operation without disconnecting any of the electrical or mechanical parts, and provide emergency exit from the shaft, accessible from the elevator. The operators shall be rigidly supported to the steel framing or masonry, and shall have no projections, or moving arms, within the area of the doorway, either on the inside or outside of the shaft. All parts requiring lubrication shall be fully enclosed to prevent grease drippings. All moving parts and sprockets shall be fully enclosed with safety guards.

11. The car gates shall be equipped with individual electric operators similar in design and construction as specified for the freight elevator doors.

12. A push button station for each line of doors marked "open", "close", and "stop", shall be placed on the elevator within easy reach of the elevator operator. The doors shall be arranged to open automatically as the elevator arrives at a landing. Momentary pressure of the "open" button shall open a door that has been closed without the elevator having been moved. Momentary pressure of the "stop" button shall stop the doors in any position. Constant pressure of the "close" button shall close the doors. Limit switches shall terminate the open operation of the doors. Provision shall be made for opening and closing the doors from the room side of the bottom terminal landing.

13. The car gates shall operate simultaneously with the doors, and shall be controlled automatically from the door control stations.

14. This specification includes all of the wiring to make a complete installation.

15. All material, except the metal covering on the doors, shall have one shop coat of approved metallic primer.

16. The freight elevator door contractor shall cooperate with other trades to obtain the most practical working conditions.

17. Complete shop drawings shall be submitted for approval before manufacturing.

18. The entire installation shall conform to the regulations of all state, and municipal authorities, having jurisdiction, and the requirements of the Underwriters.

19. The entire installation shall be guaranteed by the manufacturer for a period of two years against defects in workmanship and materials.

PEELLE DUMBWAITER DOORS

Description

The Peelle Dumbwaiter Door unit is a counterbalanced door, mounted in steel guides with a combination pressed metal frame trim, and shelf. The entire unit is assembled in the factory, ready for setting into the masonry wall during construction.

Convenience

The door operates on the inside of the shaft, and takes up no floor space in opening or closing. It is adaptable to any plan arrangement. Each door has a 6-in. observation light so that the dumbwaiter is visible with the door closed.

Durability

The unit is built of steel throughout. There are no parts to wear out, or weights to drop off. A heavy flat link chain connects the two door sections. The sheaves are double duty ball bearing type.

Operation

The two halves of each door are perfectly balanced, and have malleable shoes to eliminate friction. This construction, in conjunction with the ball bearing sheaves, provides easy and swift opening and closing.



Room Side View

Safety

Each unit, for electric dumbwaiters, is provided with an electric interlock to prevent the operation of the dumbwaiter except when all doors in the shaft are closed. Each door is also equipped with an automatic lock that prevents the door being opened except when the dumbwaiter is at the landing.

Erection

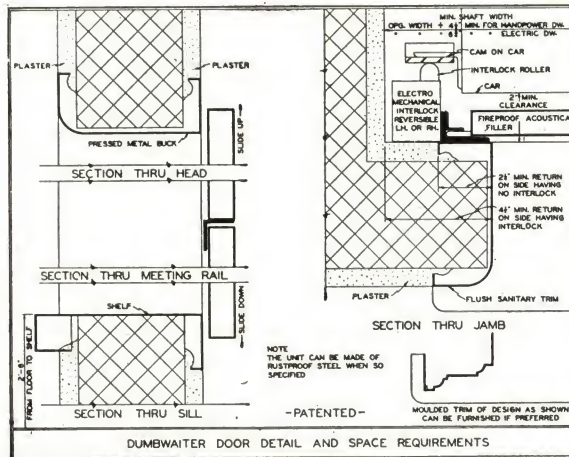
The doors, frames, guides and hardware are assembled in the factory to make a complete working unit. No field erection is required. The unit is built into the masonry wall like a window frame.

Economy

The first cost is the last cost. This unit saves maintenance and upkeep, saves floor space, saves time in opening and closing, and saves field erection.

Appearance

The frame is of pressed metal, with a neat trim, mitered and welded at the corners. The unit as a whole is designed to present a pleasing architectural appearance.



SPECIFICATIONS Dumbwaiter Doors

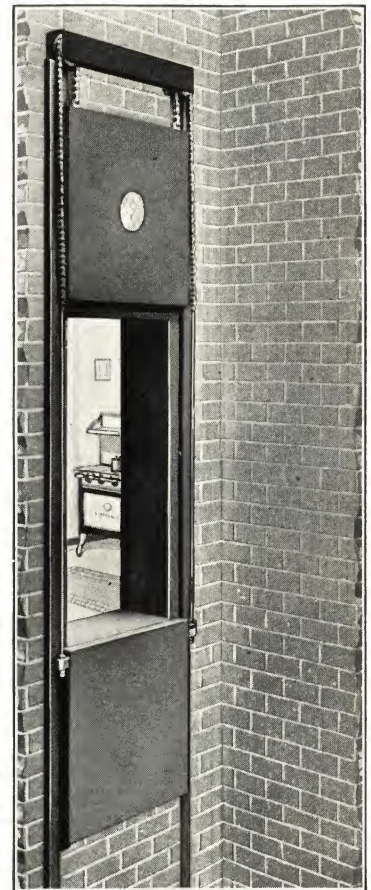
The openings to the dumbwaiter shall be provided with Peelle Standard Dumbwaiter Door Units as manufactured by THE PELLE COMPANY, 47 Stewart Avenue, Brooklyn, N. Y.

The doors shall be of the counterbalanced type, with pressed steel panels, a 6-in. observation light and combination frame and trim to fit a 4, 5 or 6-in. wall with allowance for plaster on (one or both sides) all assembled with steel guides, sheaves and hardware ready for setting into the masonry wall. The material shall have a shop coat of paint before shipping. The Units shall be set plumb and in vertical alignment by the General Contractor.

The doors shall be guaranteed for two years against defects in workmanship and materials by the manufacturer.

Dumbwaiter Door Locks (For Electric Dumbwaiter)

Each of the Peelle Dumbwaiter Door Units shall be equipped with the Peelle combination interlock and automatic lock. The wiring of the interlock and installation of the cam for operating the automatic locks shall be done by the dumbwaiter manufacturer.

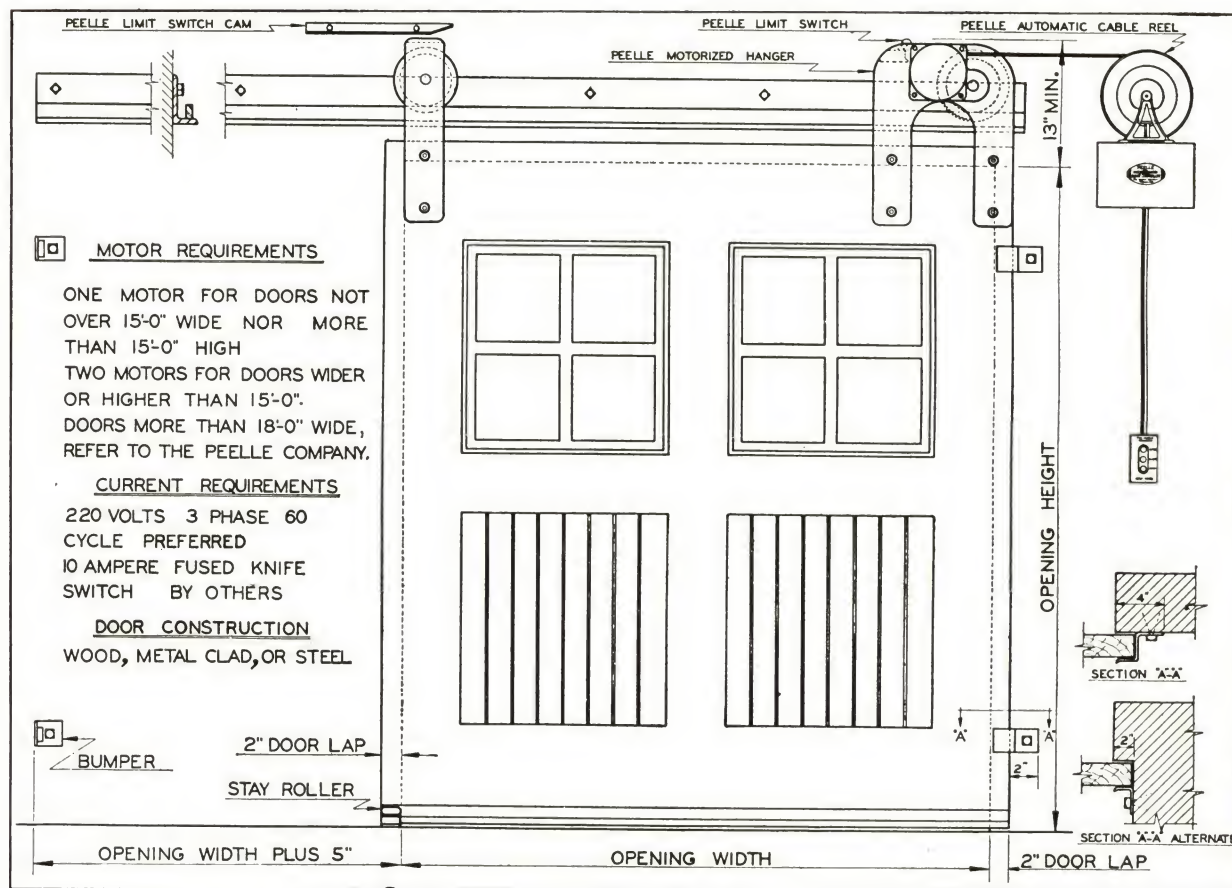


Shaft Side View

PEELLE INDUSTRIAL ENTRANCE DOORS

Motorized Door

SINGLE HORIZONTAL SLIDE



GENERAL DATA

Current

Where primary current supply is other than 208 to 230 volt 3 phase 60 cycle, refer to THE PEELE COMPANY, giving size, number of openings, and characteristics of available current.

Door Construction

Wood construction is preferred due to its lightness and its ease of repair in case of damage.

Doors of special designs can be executed in wood, metal clad, steel, bronze, or aluminum. Doors can be built to meet special rust resisting and insulating requirements.

Control

Push button stations for each door may be located at one or more places as required.

Locks

Manual or automatic electro magnetic locks may be used. For doors that may remain unlocked during the day, the manual lock is recommended. This door is unlocked manually, and remains unlocked until it is locked manually.

For doors that must be locked at all times when closed, the automatic electro-magnetic lock is recommended. The door is unlocked magnetically each time the "Open" push button is operated.

SPECIFICATIONS

Furnish, deliver and erect in complete working order, Peelle Single Horizontal Slide Motorized Doors where indicated on the drawings in accordance with the following specifications:

The doors shall be (constructed of 2½-in. thick white pine stiles and rails with ⅞-in. panels, and provision for glass as shown on the plans) (constructed of 2½-in. thick metal clad as shown on the drawings) (constructed of ⅞-in. steel plates and 2-in. steel angle frames as shown on the drawings) (constructed as shown on the drawings).

Each door shall be equipped with bumpers, stay rollers, and chafing strips. The doors shall be hung on double race, ball bearing, Motorized Hangers. The hangers shall have turned groove wheels running on steel angle and bar tracks.

The Motorized Hangers shall be wired with flexible wire cable connected to automatic cable reels.

The doors shall be controlled from momentary "Open," "Stop," and constant pressure "Close" buttons. Push button stations shall be located where indicated on the plans. Provision for emergency manual operation shall be made.

Suitable automatic reversing controllers, and limit switches shall be provided.

All of the material shall receive one shop coat of paint. Workmanship and material shall be guaranteed for a period of two years.

Work not included under this heading, but specified elsewhere: Glazing, Wiring, 208 volt, 3 phase 60 cycle primary power supply near each door, and field painting.

PEELLE INDUSTRIAL ENTRANCE DOORS

TELCO TYPE

Motorized

GENERAL DATA

Use

For use at exterior entrances to industrial and commercial buildings.

Door Construction

Wood construction is recommended on account of its light weight and low replacement cost in case of damage. These doors can be executed in wood, metal clad, steel, bronze, or aluminum. They can also be built to meet special rust resisting, insulating, and architectural requirements.

Control

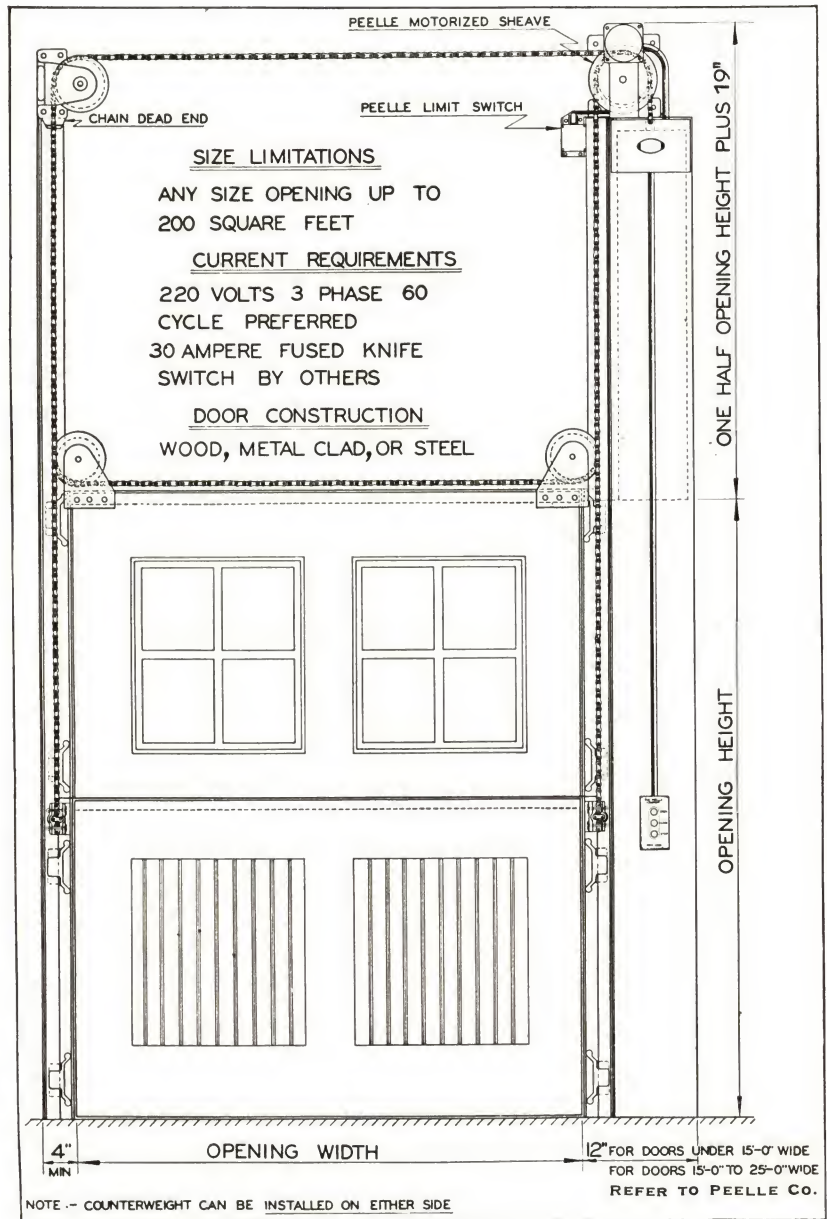
Push button stations may be placed at one or more points to provide remote control.

Locks

Manual or automatic (electro-magnetic) locks can be furnished.

For doors that may remain unlocked during the day, the manual lock is recommended. The manual lock operates like a dead lock, and remains unlocked until it is locked manually.

For doors that must be locked at all times when closed, the automatic (electro-magnetic) lock is recommended. With this lock, the door is unlocked magnetically each time the "open" push button is operated, and locks the door automatically when fully closed.



SPECIFICATIONS

Furnish, deliver, and erect, in complete working order, Peelle Motorized Telco Doors where indicated on the drawings in accordance with the following specifications:

The doors shall be constructed of (2½-in. thick white pine stiles and rails, with ⅞ in. panels, and provision for glass as shown on the drawings) (constructed of 2½-in. thick metal clad as shown on the drawings) (constructed of ⅝-in. steel plates and 2-in. steel angle frames as shown on the drawings) (constructed as shown on the drawings).

The doors shall be two speed, vertical sliding, electrically operated. The doors shall be equipped with malleable iron, milled groove shoes, running in steel guides. The doors shall be connected to counterweights with flat link cable chain, running over double race ball bearing sheaves, mounted in malleable iron housings. The counterweights shall run in steel guides, completely

enclosed with a removable sheet steel cover.

The motors shall be so arranged that the doors may be manually operated in case of power failure without disconnecting any of the mechanical or electrical parts.

The door shall be controlled from a push button station having a momentary "open" and "stop" button, and a constant pressure "close" button. Push button stations shall be located where indicated on the plans. Suitable automatic reversing controllers and limit switches shall be provided.

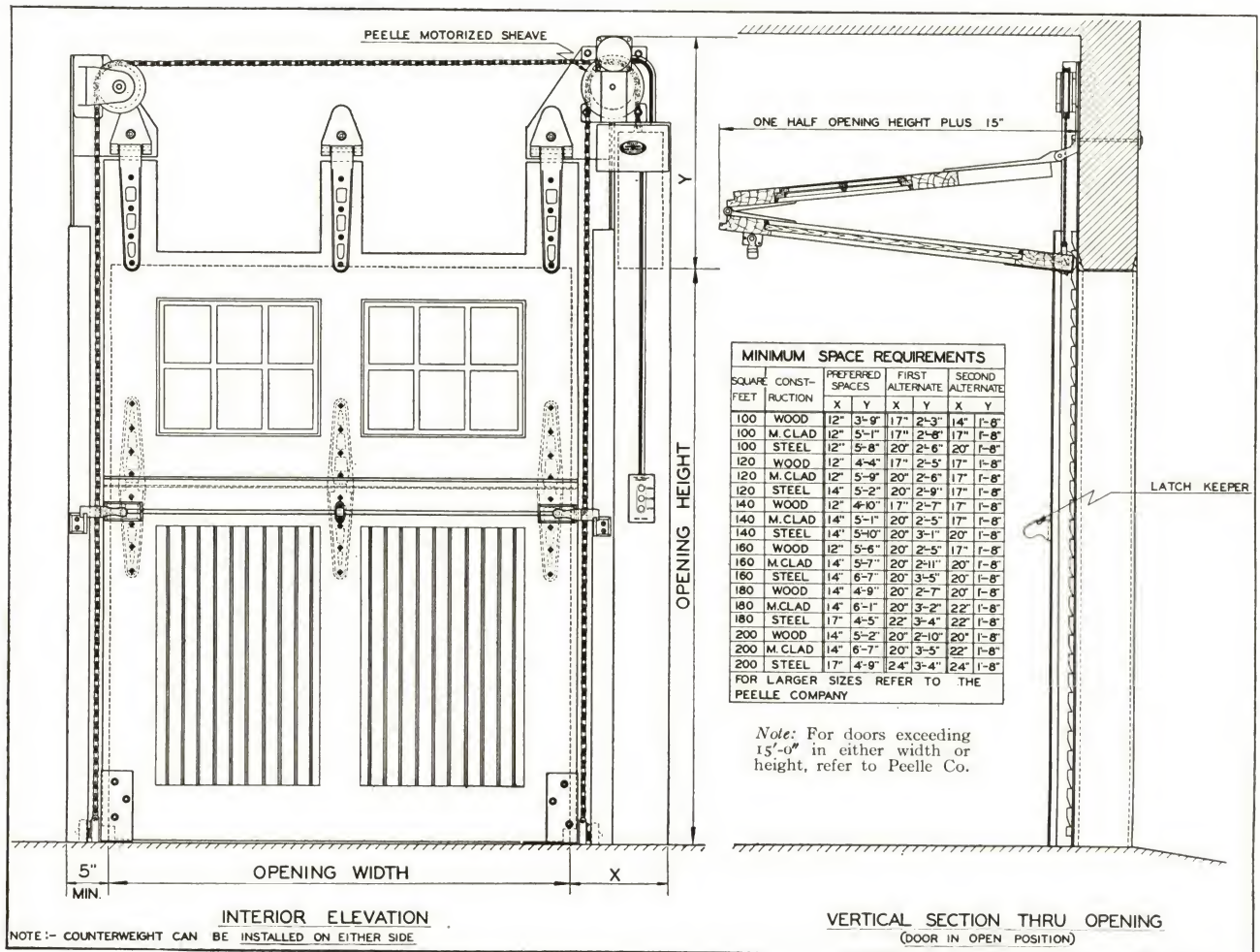
All of the material shall receive one shop coat of approved paint. Workmanship and material shall be guaranteed for a period of two years.

Work not included under this heading, but specified elsewhere: Glazing, primary power supply near each door, wiring, and finish painting on job.

PEELLE INDUSTRIAL ENTRANCE DOORS

ADJACENT CONTROLLED BIFOLD TYPE

Motorized Door



GENERAL DATA

Use

For use at exterior entrances to industrial and commercial buildings.

Current

Where primary current supply is other than 208 to 230 volt 3 phase 60 cycles, refer to THE PEELE COMPANY, giving size, number of openings, and characteristics of available current.

Door Construction

Wood construction is recommended on account of its light

weight and low replacement cost in case of damage. These doors can be executed in wood, metal clad, steel, bronze, or aluminum. They can also be built to meet special rust resisting, insulating, and architectural requirements.

Control

Push button stations must be placed on weight box.

Locks

Manual lock is furnished which operates like a dead lock and must be unlocked manually.

SPECIFICATIONS

Furnish, deliver, and erect in complete working order, Peelle Adjacent Controlled Bifold Motorized Doors where indicated on the drawings, in accordance with the following specifications:

The doors shall be (constructed of 2½-in. thick white pine stiles and rails, with ¾-in. panels, and provision for glass as shown on the drawings) (constructed of 2½-in. thick metal clad as shown on the drawings) (constructed of ½-in. steel plates and 2-in. steel angle frames as shown on the drawings) (constructed as shown on drawings).

The doors shall be horizontal folding, electrically operated. The doors shall be equipped with malleable iron, ball bearing rollers, running in steel guides. The doors shall be connected to counterweights with flat link cable chain, running over double race ball bearing sheaves mounted in malleable iron housings.

The counterweight shall run in steel guides, completely enclosed with a removable sheet steel cover.

The motors shall be so arranged that the doors may be manually operated in case of power failure without disconnecting any of the mechanical or electrical parts.

The door shall be controlled from a push button station having a constant pressure "open" and "close" button. Suitable automatic reversing controllers shall be provided.

All of the material shall receive one shop coat of approved paint. Workmanship and material shall be guaranteed for a period of two years.

Work not included under this heading, but specified elsewhere: Glazing, primary power supply near each door with 30-amp. fused knife switch, wiring, and finish painting on job.

CERTIFIED PERFORMANCE OF PEELLE DOORS

The A. C. Nielsen Company, neutral engineers, have compiled many surveys of Peelle Door Performances and costs. These surveys have been made for a wide variety of installations. A few excerpts are given below. Copies of complete surveys will be gladly sent upon request to THE PELLE COMPANY.



Excerpts from Survey made
by A. C. Nielsen Company.

"The superiority of PELLE Doors under hard service has been sufficiently demonstrated to warrant repeat orders."



"The management of the plant considers the safety features of PELLE Doors a vital necessity to safe operation."



Excerpts from Survey made
by A. C. Nielsen Company.

"PELLE Doors have reduced repair costs and delivery delays, and have practically eliminated the chance for accident always present before. Maintenance cost has been negligible!"



"Detailed cost data clearly indicates the substantial savings PELLE equipment is effecting."



Excerpts from Survey made
by A. C. Nielsen Company.

"PELLE Doors show an average annual saving of \$36.04 per door or \$396.44 for 11 PELLE Units."



"No maintenance or repair costs have been incurred on PELLE Doors since installation. Alignment is perfect and all operate quietly."



Excerpts from Survey made
by A. C. Nielsen Company.

"PELLE equipment in this building saved \$17.66 per year per door—a reduction of 36%."



"Nineteen PELLE Doors cost only \$20 in 4 to 5 years of service."



"Returning 22½% on added first cost."



Excerpts from Survey made
by A. C. Nielsen Company.

"Thirty PELLE Doors installed since 1922 following experience with other makes."



"The selection of PELLE Doors was the result of an investigation of their operating record at another installation."



Excerpts from Survey made
by A. C. Nielsen Company.

"Total saving on 34 PELLE Doors is \$600.44. The additional cost of PELLE equipment is being returned at the rate of 18.5% a year by saving on repair costs alone. This does not include saving of elevator time which is of greatest importance."

PEELLE FREIGHT ELEVATOR DUMBWAITER INDUSTRIAL ENTRANCE DOORS

THE PEELLE COMPANY
BROOKLYN, N.Y.